OFFICE OF THE REPUBLIC PIRE INCURANCE GO., NO. 74 Well-st., 10th January, 1826.

THE BOARD OF TRUSTEES have THIS DAY declared a DIVIDEND OF FORTY-EIGHT PER CENT is purely holders on the amount of their premiums paid on policy leaved by this Company, and which have terminated within the leave the clared a forther dividend of SIX AND PHREP. They have declared a forther dividend of SIX AND PHREP. ARTERS PER CENT on the Capital Stock, payable to be shareholders in each and sorily on demand.

They have the declared a dividend of SIX PER CENT in and on the amount of contenting Scrip.

The Charter of this Company, which combines the Mutual relicipal with a cash capital, the remaining profits shall be annually aparticulated between the shareholders and the policyholders, and as crip senied therefor is not to be paid off until the amount, see they wish the capital, shall exceed ONE MILLION OF OLLARS.

PASH CAPITAL, \$150,000 WITH LARGE SURPLUS

Charles H. Kneedl, Daniel B. Fearling, William H. Russell, Augustas C. Downing, Garsway B. Lomar, Wm. Butler Dancan, N. H. Wolfe, Least Townsend, Joseph Galliard, jr., Jacoph Galliard, jr., Jac. M. Waterbury, George Curtie,

n. Robert B. Minturn.
Reuben Withers.
Esiward C. Center.
Daniel Drake Smith
Prederic G. Feeter,
Peleg Hall,
Robert S. Hone,
Samuel V. Hoffman,
Jacob Anthony, Jr.,
J. P. Girand Foster,
J. P. Gorav,
ROBERT S. HONE, President.

OFFICE OF THE MERCANTILE FIRE INSURANCE CO. No. 65 Wall-st., New-York, Dec. 27, 1853.

THE BOARD of DIRECTORS of this Company have THIS DAY declared a Dividend of FIVE PEI DET for the six months terminating first, payable on and after the period of January next.

JOHN BAKER, Secty.

OFFICE OF THE ARCTIC FIRE INSURANCE COMPANY, THE BOARD of DIRECTORS of this Company have this day declared a SEMI-ANNUAL DIVIDEND of FIVE per cont, psyable on and after the 14th inst.

RICHARD A. OAKLEY, Secretary.

OFFICE OF THE NEW-YORK GAS-LIGHT COMPANY, Dec. 24, 1855.

THE Annual ELECTION for Thirteen DI RECTORS of this Company will be held on MONDAY, be 14th day of January next, at the Office, No. 174 Centre-et., from 11 to 12 o'clock a. m. The Transfer Book will be closed from the 27th inst, until after the election. By order, C. L. EVERITT, Secretary.

OFFICE OF THE BRECKENHIDGE CANNEL COAL COMFARY, No. 2 WALL-ST., NEW-YORK, Dec. 31, 1855.

MEETING of the Stockholders of the
BRECKENRIDGE CANNEL COAL COMPANY will
be beld at the office of the Company on TUESDAY, the 8th
say of January. The polls for the Election of Directors for
the ensuing year will be open on said day from 1 o'clock until
t o'clock, p. m., after which the Annual Report of the President
will be read.

L. W. BADGER, Secretary.

OFFICE OF THE DELAWARE, LACKAWANNI AND WESTERN RAILROAD COMPANY, No. 46 WALL-ST., NEW-YORK, Dec. 29, 1853.)

NOTICE.—The ANNUAL MEETING of the Stockholders of this Company will be held at this office on TUESDAY (the 22d day of January) NEXT, at 12 o'clock, m, for the ELECTION of OFFICERS for the ensuing year, and for the transaction of such other business as may be proper for TUEBDAY (the 22d day of January) NEXT, at 12 o'clock, m for the FLECTION of OFFICERS for the ensuing year, an for the transaction of such other business as may be proper for consideration at that time. The polis for said election will be one between the hours of 1 and 3 p. m. The Transfer Books will be closed from this date to 22d January next, in accordance with the requirements of the Act of In-

By order of the President and Managers,
A. J. ODELL, Secretary

MARKET BANK.—The annual ELECTION for Directors of this Bank and for Inspectors of the next ensuing election, will be held at the Banking-house, comer Fearlasd Beekman-sta, on MONDAY, Jan. 18, 1856. The poll will be open from 12 o'clock m., and close at 1 o'clock p. m. The Fransfer Book will be closed from Dec. 28 to Jan. 15, Dec. 27, 1856.

HOLDERS of SHARES in THE PEOPLE'S
BUILDING ASSOCIATION of the CITY of NEWTORK, on which no payment has been made for six mouths,
will please to take notice that on the 20th day of January next
such shares will be declared absolutely forfeited, as provided by
By coder of the Board. By order of the Board.

JOHN F. WILLIAMS, Secretary.

RVING SAVINGS INSTITUTION, No. 96
Warren-st., New-York, next to the corner of Greenwich-st.
Open daily from 10 o'clock a. m. to 1 p. m. and from 4 to 7 WM. M. PULLIS, Vice-Pros'tz. V. L. BUXTON, Sec'y.

SAVINGS BANK. — MARINERS' SAVINGS
INSTITUTION, 3d-av., corner of 9th-st. Open to all classes of persons daily from 9 a. m. to 2 p. m., and on WEDNESDAY and SATURDAY EVENINGS from 5 to 8 o'clock. In the rate of 6 per cent on sums of \$500, and 5 per cent on sums over \$500, payable on or after the 2let January. Interest and drawn will be carried to the credit of the depositors as principal. Deposits made on or before the 14th inst. will be allowed interest from 1st of January. Interest from 1st of January. P. W. ENGS, First Vice-President. CHAS. MILES, Second Vice-President, 1SAAC T. SMITH, Secretary.

OFFICE OF THE CUMBERLAND COAL AND IRON COMPANY, Corner of Broadway and Wallest., NEW-YORK, Dec. 24, 1855.

THE OUTSTANDING BONDS of the CUMBERLAND COAL AND IRON COMPANY, which will be taken at par by the subscriber, upon presentation at the effice of the Company, on and after that date.

A. M. SHERMAN.

NOTICE is hereby given, pursuant to the Statute in such case made and provided, that all the CRCULATING NOTES issued to the CAMDEN BANK (a Banking Baccilation, Camden, Oneida Ca) must be presented at the office of the Superintendent of the Banking Department of the State of the Note of the State of the State of the Superintendent of the Banking TWO YEARS from the date hereof, or the funds deposited for the redemption of the Circulating Note is given up. ned to the said Bank will be given up.
M. SCHOONMAKER, Superintendent.

BANK DEPARTMENT, STATE OF NEW-YORK, ALEANY, Jan. 7, 1856.

THE President, Directors and Company of the ONTARIO BANK, (Utica,) have this day filed in this chice a notice of the appointment of the ALBANY CITY BANK, in the City of Albany, as seen for the redemption of the Circulating Notes of the said Outario Bank, agreeable to time set entitled "An act to amend the everyal acts relating to Inserperated Banks, Banking Associations and Individual Bankow," passed April 17, 1851.

M. SCHOONMAKER, Superintanient M. SCHOONMAKER, Superintendent.

M. SCHOONMAKER, Superintendent.

STATE OF NEW-YORK BASK DEPARTMENT, }
ALEANY, Jan. 10, 1858.

THE HOLDERS of that portion of the BANK
by the best of the portion of the BANK
by the best of February, 1850, will take notice, that the same will be
said on presentation at the Office of the Treasurer of the State of
few-York. Interest to be computed thereon up to the time of presentation if presented on or before the 1st day of February.

M. SCHOMAKER, Superintendent.

M. SCHOMAKER, Superintendent.

Atheneum Buildings, BROOKLYN, 2d January, 18-5.

DEPOSITORS are notified that the INTERES.

at the rate of FIVE PER CENT per annum on all sums of Five Dellars and upward, which have been deposited in this matitution for three months previous to the 1st inst., will be paid to Depositore on and after the 16th inst.

Interest not called for will remain as Principal and draw in Breat from the 1st inst.

All Deposits made by the 10th inst. will draw Interest from the 1st of January.

Bank copen Daily from 10 to 2 p. m., and on Saturday Evenags from 5 to 8.

C. Dunning, Secretary.

MECHANICS AND TRADERS' SAVINGS INSTITUTION.
No. 402 Grand-st., corner of Willett.

NOTICE.—All Moneys deposited on or before
the 9th January, 1856, will draw interest from the 1st.
Bank open Monday, Wednesday and Saturday from 10 to 2
relock; and Monday, Wednesday, Thurslay and Saturday from
16 7.
JAMES P. HAGHT, Scoretary.

DRAFTS on ENGLAND, IRELAND and BNION BANK OF ECOTLAND, NATIONAL BANK OF SCOTLAND, BELFAST BANKING COMPANY, IRELAND,

Payable at sight, in sums of £1 npward, at \$5 per £.

TAYLOR BROTHERS, Bankers,
No. 76 Waltet, New York

Drafts forwarded to any address in this or the Old Country. ON SALE .- CITY OF CLEVELAND 7 P

SALE.—CITT OF cent Bonds (Water Loan), CITY OF DETROIT 7 & cent Bonds (Water Loan), CITY OF CINCINNATI 6 & cent Bonds, CITY OF CHICAGO 6 & cent Bonds, CITY OF MILWAUKEE 7 & cent Bonds, CITY OF SACRAMENTO 16 & cent Bonds, CITY OF SACRAMENTO 16 & cent Bonds, DUNCAN, SHERMAN & Co.

RVING SAVINGS INSTITUTION, No. 96 Warrenet. - DIVIDEND. - This Institution has declared a SEMI-ANNUAL DIVIDEND at the rate of SIX PER CENT mail sums entitled thereto for the last three and six months, malled on and after the list inst. All interest not called for will draw interest as principal. All deposits made on or before the 12th inst. will draw interest from the lst. Open daily from the 1st. mand 4 to 7 p. m.

WALTER W. CONCKLIN, President.

WM. M. PULLIS,
M. D. VAN PELT,
VANDERBILT L. BUXTON, Secretary.

THE NEW-YORK AND BROOKLYN ICE THE NEW-YORK AND BROOKLYN ICE.
COMPANY, having completed their Dock and Bulldings at
ATHENS, Greene Co., N. Y., have opened in Office at No. 25;
Brackway, north-west corner of Murray-st., for the purpose of
receiving subscriptions for Stock and the transaction of other
batheses pertaining thereto. They invite Ice consumers, and
to public generally, to call upon-them at their office, where
they will gladly impart any information relative to their busities and the operations of the Company.

GEO. E. SHERWOOD, President.

JAMES H. STURGES, Secretary.

PURSUANT to the conditions of the hypothecation of five hundred and seven shares of the capital stock of the Chicago and Mississippi Railroad Company, contained in promissory note, dated March 9, 1854, made by Honry wight, m., to the order of The Chicago and Mississippi Railford Company, payable on the first day of April, 1855, which wis held by one, I shall sell the said stock at the Merchants' technics, in the City of New York, on the Jist day of January, 3, at twelve o'clock at noon.—Dated December 29, 1855.

ICHIGAN CENTRAL HAILROAD COM-PANY.—Treasurer's Office, Boston, December 21, 1855.— The standard of SIX per cent will be paid on the 21st day of Jan-past to such persons as shall be beldere of the stock of this say on the 20th day of the present month. Fer order of Bracters.

MARY OF PIRE-INCURANCE CO., Office No. 286 Pearlet. New Yorks, Jan. 2, 1826.

THE BOARD of DIRECTORS of this Company have this day declared a Semi-annual Dividend of TEN PER CENT, on the Capital Stock of the Company, payable on the 15th inst. ASHER TAYLOR, Secretary.

THE Board of Trustees of this Institution have this day declared a Dividend of FOUR PER CENT on the Capital Stock from the Fronts of the last Six Months, payable in Cincinnatt, on demand, and at the office of the Company in York, on and after the 15th inst. By order. W. GREENE, Secretary.

OFFICE OF THE BROADWAY INSURANCE COMPANY, NEW-YORK, Jan. II., 1856.

THE ANNUAL ELECTION for DIRECTORS of this Company will be held at the Office, No. 433 Broadway, corner Howardest, on TUESDAY, 221 inst. Poll open from 1 until 2 o'clock p. m.

JOHN WRAY, See'y.

GALENA and CHICAGO UNION RAILROAD COMPANY.—The TRANSFER BOOKS at the American Exchange Bank will CLOSE at 2 p. m. on the 17th January, and RUPEN on the 2t February at 10 s. m.

By order, DAVID O'DONNELL.

New York, Dec. 31, 1855. NOTICE is given that the BOOKS for the Transfer of Stock of this Company will be CLOSED from this date to the 16th January inclusive.

The interest on the Bonds of this Company falling due the 1st of January, will be paid at the office of the Company, No. 78 Broadway, upon presentation of the Company, on and after the 2d inst. By order of the Board. FRANCIS SPIES, Secty.

GREENWICH SAVINGS BANK, 6th-av., corner Waverley-place.—JANUARY INTEREST for 1855.—
Depositors are hereby notified that the Board of Trustees have ordered interest to be paid at the rate of 6 per cent per annum on all sums of \$500 and under, and upon all sums above \$500 at the rate of 5 per cent per annum, parable at the Bank during bank hours, on and after MONDAY, 1st inst. Bank open daily for Deposits and Drafts, from 19 a. m. to 2 p. m., and from 5 to 7 n. m. By order of the Board.

W. R. VERMILYE, Secretaries.

BLOOMINGDALE SAVINGS BANK, No. 1098
Broadway, corner of \$2d-st.—open from 10 to 12 a, m., and D Broadway, corner of 35d-st.—open from 16 to 12 a, m, and from 3 to 6 p. m.—will pay six per cent interest on all sums deposited. Interest commences on the first day of January, and all moneys deposited previous to the 15th will be entitled advantagement of the first.

JOHN WAITE, Secretary.

proposing to carry a large portion of the late State Sper cent Loan taken by him for 60 or 90 days, will be a borrower during that period on those Stocks. This affords a most desirable opportunity to lend money, at full rate of interest, on the best security in the market.

J. THOMPSON.

Corner of Broadway and Wall-st.

Cerner of Broadway and Wall-st.

CEORGE P. BISSELL & Co., BANKERS,
Hardord, Connecticut—Discount and negociate Commercial Paper and Leans, make Collections and remit promptly,
Bny and Sell Stocks and Bonds on Commission, deal in Exchange, Coin and Land Warrants, and transact a general Banking business. A large assortment of Commercial Paper on hand at all times for sale at current rates, to which we invite the attention of Capitalists and country Banks, D. F. ROBINSON,
CALVIN DAY,
GEO. P. BISSELL.
Refer to Hartford Bank, Hertford; Ketchum, Rozers & Bement, N. Y.; Blake, Howe & Co., Boston; Bank of Commerce,
Philadelphia.

W. VAUGHAN & Co., Providence, R. I.,
BANKERS and BROKERS, are prepared to negetiate
Commercial Paper, to make Collections in all parts of the coustry, to buy and sell STOCKS ON COMMISSION, and to
act as AGENTS for parties abroad in the transaction of any business.

REFFERENCES—Mr. T. D. Bowen, President Blackstone Canal Bark, Providence, R. I.; Mr. D. C. Baker, President Howard Barking Company, Boston; Messrs, G. S. Robbins & Seu,
New-York; Messrs, John Farnum & Co., Philadelphia.

GROCERS' BANK BILLS OF BOSTON bought at 90 cents, by J. F. BELL & CO., 62 Wall-st.

\$100,000 -TO LOAN in SUMS to suit
of days. Apply to WETMORE & ROBERT, 23 William-st.

\$3,000 to \$5,000 to INVEST in the purchase to WELL C. PIERCE, Pinest, corner of Broadway, under fetropolitan Bank.

#### Coal.

LACKAWANNA COAL at RETAIL.—The DELAWARE and HUDSON CANAL COMPANY is prepared to furnish LACKAWANNA COAL, suitably broken and acreened for domestic purposes, and delivered free of cartage, at \$5 per net tun.

The Company's yards are at foot of Hubert-st., cor. Gouverneur and From. The Company's yards are at foot of Hubert-st., cor. Gouverness and Front-sts., cor. 14th-st. and 9th-av., and on Furnan, between State and Joralemon-sts., Brooklyn, at either of which application may be made, or at the office, No. 29 William-st., cor. Exchange-place.

### Ocean Steamers, &c.

POR CALIFORNIA.—GREAT REDUCTION
OF FARES-FIFTY POUNDS OF BAGGAGE FREE,
all over, ten cents per pound.—Days of sailing CHANGED
to the 9th and 24th of each month.—SEW-YORK and CALIFORNIA STEAMSHIP LINE, via NICARAGUA.—ACCESSORY TRANSIT COMPANY (of Nicaragua) PROPRIETORS—Through in advance of the unale—700 miles shorter than
any other route. Through rates of fare to San Francisco:
First Cabin. \$175
Second Cabin? 125
Steerage. 75

Second Cabin.

The splendid double-engine steamship NORTHERN LIGHT, (2,500 tims burden.) Captain Tinklepaugh, will leave Pick No. 3 North River, at 3 o'clock p. m., for Punta Arenas, on THURSDAY, Jan. 24, 1856, connecting with the steamship SIEBRA NEVADA, (2,500 tims burden.) over the Nicaragua Transit route, having but twelve miles of land transportation by first class carriages.

The proprietors can now assure the public that the Isthmus is entirely free from disease, and that the Political troubles in Nicaragua have ceased. Peace has been made between the centending parties, and not the slightest interruption in the transit between the oceans need be apprehended.

For information or passage apply only to 2 Reguliar grants.

SAHING DAYS, 5th and 20th of each mouth—
Four hours from Ocean to Ocean, by Panama Railroad; 25
lbs. bagsage free. Through for Californis, via Panama Railroad; 25
The Mail Steamship Compeny intend to dispatch for Aspinwali, on MoNDAY, Jan. 71, at 2 o'clock p. m. precisely, from Pier foot of Warren-st., North River, the well-known and favorite steamship ST. LOUIS, Chas. S. Bogza. Passengers and Mails will be forwarded by PANAMA RAILROAD, and connoct at Panama with with the Pacific Mail Steamship Company's magnificent steamship GOLDEN GATE, Capt. A. V. H. La Roy, which will be in readiness, and leave immediately for San Francisco.

For passage, apply to 1. W. RAYMOND.

At the only office of the Companies, No. 177 West-at., corner Warren-st., fronting the North River, N. Y.

THE NEW-YORK and LIVERPOOL UNITED

THE NEW-YORK and LIVERPOOL UNITED

STATES MAIL STEAMERS.—The ships composing this
line are the following:
ATLANTIC, Capt. Comatock.
BALTIC, Capt. Comatock.
ADRIATIC.
These ships having been built by contract expressly for the
Government service every care has been taken in their construction, as also in their engines, to insure strength and speed,
at their accommodations for passengers are unequaled for eleZance and comfort. Price of passage from New-York to Liverpool, in first-class cabin, \$130; in second do., \$75; exclusive
use of extrasize state-rooms, \$325; from Liverpool to NewYork, 30 and 28 guinens. An experienced Surgoon attached to
each ship. No berth secured until paid for.
PROPOSED DATES OF SAILING.
FROM KEW-YORK.
FROM LIVERPOSE.

each ship. No herth secured until paid for.
PROPOSED DATES OF SALLING.
FROM NEW-YORK.
SATURDAY. ...Jan. . 5, 1826 SATURDAY. ...Dec. 29, 1855
SATURDAY. ...Jan. . 19, 1826 SATURDAY. ...Jan. 12, 1826
SATURDAY. ...Feb. . 2, 1826 WEDNESDAY. ...Jan. 12, 1826
SATURDAY. ...Feb. . 16, 1826 WEDNESDAY. ...Feb. . 6, 1826
SATURDAY. ...Feb. . 16, 1826 WEDNESDAY. ...Feb. . 6, 1826
SATURDAY. ...Mar. . 1, 1826 WEDNESDAY. ...Feb. . 6, 1826
SATURDAY. ...Mar. . 1, 1826 WEDNESDAY. ...Feb. . 6, 1826
SATURDAY. ...Mar. . 29, 1826 WEDNESDAY. ...Feb. . 1, 1826
SATURDAY. ...April 21, 1826 WEDNESDAY. ...April 2, 1826
SATURDAY. ...April 21, 1826 WEDNESDAY. ...April 2, 1826
WEDNESDAY. ...April 30, 1826
WEDNESDAY. ...April 4, 1826
WEDNESDAY. ...April 5, 1826
WEDNESDAY. ...April 5, 1826
WEDNESDAY. ...April 5, 1826
WEDNESDAY. ...April 6, 1826

NOTICE.—The BRITISH MAIL STEAMERS will resume their WEEKLY SAILINGS in February, 1856. The steamers will thereaffer be dispatched as formorly to Liverpool, from New-York and Boston alternately. THE BRITISH AND NORTH AMERICAN HOYAL MAIL STEAMSHIPS.

THE BRITISH AND NORTH AMERICAN HOYAL MAIL
STEAMSHIPS.

PROM REW-FORK TO LIVERPOOL.

Chief Cabin Passage.

Second Cabin Passage.

FAON BOSTON TO LIVERPOOL.

Chief Cabin Passage.

Second Cabin Passage.

The ships from Boston call at Halifax.

CANADA. Capt. Lang.

CANADA. Capt. Lang.

AMERICA. Capt. Shannon.

NIAGARA. Capt. Shannon.

NIAGARA. Capt. Shannon.

NIAGARA. Capt. Lang.

Leaves Boston Wednesday, Jan. 2, 1836.

CANADA. Lang.

Leaves Boston Wednesday, Jan. 16, 1836.

AMERICA. Shannon. Leaves Boston Wednesday, Jan. 16, 1836.

AMERICA. Shannon. Leaves Boston Wednesday, Feb. 6, 1836.

AFRICA. Harrison. Leaves Boston Wednesday, Feb. 13, 1836.

AFRICA, Lukims. Leaves N. York Wednesday, Feb. 13, 1836.

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for Gold,

Silver Bullion. Specie, Jewelry, Precious Stones or Metals, un
less bills of lading for signed therefor, and the value thereof therein expressed.

therein expressed.

For freight or Passage apply to

E. CUNARD, No. 4 Bowling-green.

DATRIOTIC LINE.—New Line of NEW-YORK PATRIOTIC LINE,—New Line of NEW-YORK and LIVERPOOL PACKETS. This line will be composed of the following new and splendid ships, vizing CALHOUN. 2000 tuns burden. Capt. D. H. Truman. R. CLAY. 1.500 tuns burden. Capt. David Caulkins. WEBSTER. 2,000 tuns burden. Capt. David Caulkins. WEBSTER. 2,000 tuns burden. Capt. David Caulkins. WEBSTER. 2,000 tuns burden. Capt. J. Lawrance. ORIENT. 2,000 tuns burden. Capt. Geo. S. Hill. The above vessels have been recently built, and we the largest and most substantial in the trade. They are commanded by men of experience and ability. The accommodations are very superior, and every exertion will be unade to promote the comfort of passengers and the convenience of shippers. For Freight or Passage spily to SPOSFORD, TILESTON & Ga., No. 29 Brookway. Agests in Liverpeel—T. GRIMSHAW & Ca., No. 16 Gers.

S. MAIL STEAMSHIP COMPANY—For a HAVANA and NEW-ORLEANS.—On THURSDAY, Inc. 17, at 2 p. m., from pier foot of Warren-et., N. H., the fact and favorite steamening (gran) and the Company's office.

Passage can be secured at the Company's office.

Preight to New-Orleans 30 cents per cubic foot.

Shippers will be supplied with blank bills of lading of the own signed by the Company, on application at their office. No ther forms signed, and no bill of lading will be signed after the our of sailing.

For freight or passage apply at the office of the Company, No.

For freight or passage apply at the office of the Company, No. 177 Wall-st., corner of Warren. M. O. ROBERTS. FOR CHARLESTON and FLORIDA.—SEMI-WEEKLY U. S. MAIL LINE.—The new and splendid Steamship JAMES ADGER, S. C. Turner, commander, will leave Pier No. 4, N. R., on SATURDAY, Jan. 12, at 3 o'clock p. m. precisely. For Fright apply on board, where all bills of fading will be signed; and for Passage at the office of SPOF-FORD, TILESTON & Co., No. 28 Broadway. Cabin Passago, \$25.—The magnificent Steamship NASHVILLE. M. Berry, commander, will succeed, and leave on WEDNESDAY, Jan. 16. The favorite steamship CAROLINA will make regular brips to the various landings on the St. John's River, Florida, connecting with the steamers from New-York, and leave

FOR SAVANNAH and FLORIDA.-UNITED FOR SAVANNAH and FLORIDA.—UNITED STATES MAIL LINE.—The new and spiencial steamship LORIDA, M. S. Wooshedi, commander, will leave Hew-York for Strannah on SATURDAY, Jan. 12, from pier No. 4 North River, at 3 o'clock p. m. precisely.

Bills of lading signed by the clerk on board. For freight apply on board, or for passage to SAWLL MITCHILL, No. 13 Broadway, SAWLL MITCHILL, No. 13 Broadway, Cabin passage to Savannah, 425; for Florida, through tickets to Jacksonville, 431; Pliatka, 831.

Large and cerumodicus steamers leave Savannah for Florida three times a week, connecting with the steamers from New-York on Tuesdays and Saturdays.

The steamer AUGUSTA, Thos. Lyon, commander, will succeed the above, and leave on WEDNESDAY, Jam. 16.

### Steamboats and Railroads.

THE REGULAR MAIL LINE via STONING-

TON OF BOSTON, PROVIDENCE, NEW BEDFORD, and TAUNTON—Inland route, without delay, change of cars or bagange, carrying the Eastern Mail.

The new steamers PLYMOUTH ROCK, Capt. Joel Stone, and COMMODORE, Capt. J. K. Pendleton, in connection with the Stonington and Providence, and Boston and Providence Railroads, leaving New York daily (Sundays excepted) from pier No. 2 N. R. (first whatf above Battery piace) at 4 p. m., and Stonington at 8:30 p. m., or on arrival of the Mail train, which beaves Boston at 5:50 p. m.

The COMMODORE, from New-York—Monday, Wednesday and Friday, From Stonington—Tuesday, Thursday and Saturday.

Railroad to Providence, Boston, Taunton and New-Bedford in the Express Mail train, reaching said places several hours in advance of those by other routes, and in ample time for all the early Morning Lines connecting. North and East. Passengers who prefer it remain so board the steamer, enjoying a night's rest undisturbed, breafasting if desired, and leave Stonington in the 7s. an. train, connecting at Providence with the 11 a. m. train for Boston, Taunton and New-Bedford.

A Baggage Master accompanies the Steamer and Trainthrough each way.

Through tickets on Mondays, Wednesdays and Fridays, for Naurucket, Holmes's Hole and Wood's Hole, via New-Bedford, connecting with the new steamer Eagle Wing.

For passage, borths, state-rooms or fright, application may be made at Pier No. 2, North River, or at the office, No. 10 Battery-place.

CENTRAL RAILROAD of NEW-JERSEY,
in connection with the LEHIGH VALLEY RAILROAD
opened to Masch Chunk-Winter arrangements commancing
for. 19, 1855. Leave New York for Mauch Chunk and intermediate places from Pier No. 2 North River at 7:39 a. m., for
Easton, at 7:39 a. m. and 3:15 p. m., for somerville, at 7:39 and
6:45 a. m., 3:15 and 4:39 p. m. The above trains connect at
EEzabeth with trains on the New-Jersey Railroad, leaving Newyork from foot of Courthandist. at 7:39 and 11 a. m., 3 and
p. m. JOHN O. STERNS, Superintendent.

GREAT CENTRAL ROUTE.—
The Through Ticket and Freight Office of the
GREAT WESTERN RAILWAY.
MICHIGAN CENTRAL RAILWAY.
And their Railroad and Steamboat Connections to Chicago,
Milwankee, Galena, Burlington, St. Louis, Cairo, and all points
West and South-west.

West and South-west,
Via SUSPENSION BRIDGE, BUFFALO, or OSWEGO, is at
Via SUSPENSION BRIDGE, BUFFALO, or OSWEGO, is at
No. 173 BROADWAY, N. Y.
Corner of Courtisands at.
DARIUS CLARK, Agent.

LUDSON RIVER RAILROAD.—On and after MONDAY, Dec. 24, 1835, the Trains will leave Chambersat. Station as follows: Express Train, 7 a. m., connecting with 
Korthern and Western Train. Mail Train, 2:30 a. m. Through 
Way Train, 12 m. Express Train, 5 p. m. For Poughkeepsie, 
7:115 a. m. and 3:30 p. m. For Peckskill, 5:30 p. m. For Sing 
Sing, 1 and 4 p. m. The Sing-Sing and Peckskill Trains stop at 
the Way Stations. Passengers taken at Chambers, Canal, 
Christopher and 31st-sts. SUNDAY MAIL TRAIN at 4 p. m. 
from Canal-st. for Albeny and Troy, stopping at all Mail Stations. M. L. SYKES, Ja., Superintendent.

HUDSON RIVER RAILROAD COMPANY

Long ISLAND RAILROAD—(Sundays excepted)—Leave Brooklyn for Greenport, 10 a.m.; for Yaphank, 10 a.m., and Saturiay 3:45 p.m.; for Farmingdale and syosset, 10 a.m. and 3:45 p.m.; for Hempstead, 10 a.m.; 12 m., and 5:15 and 5; m.; for Jamaica, 10 a.m.; 12 m., and 5:15 and 5; m.; for Jamaica, 10 a.m.; 12 m., 5; 5, and 6:30 p.m. Leave Greenport for Brooklyn, 10 a.m.; Yaphank, 11:33 s.m., son Mondays, 6:10 s.m.; Lakcland 12:06 p.m., on Mondays, 6:30 s.m.; Farmingdale, 7:30 s.m. and 1:0 p.m.; Syosset 7:35 s.m. and 1:0 m.; Hempstead, 6:30 a.m. and 3:50 p. m.; Jamaica, 5:10,7:40, and 3:40 a.m. and 2:10 and 4:40 p.m.

MICHIGAN SOUTHERN RAILROAD LINE.

—Travelers for CHICAGO, ST. LOUIS, KANSAS, and all points West and South west, can obtain Through Tickses, and all information concerning routes, fare, &c., either by the REW-YORK ARD ERIE RAILROAD, or NEW-YORK CENTRAL RAILROAD, by application at the Company's Office, No. 193 Broadway, corner Deyet.

JOHN F. PORTER, General Agent.

NEW-YORK and NEW-HAVEN RAILROAD.
WINTER ARRANGEMENT, Commencing Dod. 3, 1855.
Passenger Stations; Corner Broadway and Canar-at.
in New-York.... Corner 25th-st. and 4th-av.
TRAINS LEAVE NEW-YORK-FOR New-Haven: 7, 3 a. m.,
(Xx.): 12 m.; 3, (Ex.) 3:20, and 4 p. m. For Bridgeport: 7, a. m., (Ex.): 12 m., 5 (Ex.) 3:20, 4 p. m. For Milton, Stratford,
Fairfield, Southport and Westport: 7 a. m.; 12 m.; 3:20, 4, 5:15 p. m. For
Darien and Greenwich: 7 a. m.; 12 m.; 3:20, 4, 5:15 p. m. For

For Norwalk: 7 a. m.; 12 m.; 3 (Ex.); 3.30, 4.5:15 p. m. For Darien and Greenwich: 7 a. m.; 12 m.; 3 (Ex.); 4.5:15 p. m. For Stamford: 7, 8 a. m. (Ex.); 12 m.; 3 (Ex.); 3:20, 4.5:15 p. m. For Port Chester and intermediate Stations: 7 a. m.; 12 m.; 3:20, 4.5:15, 6:15 p. m. (Ex.); 12 m.; 3 p. m.; 4 p. m.; 5 p. m.; 5 p. m.; 5 p. m.; 5 p. m.; 6 p. m.; 5 p. m.; 6 p. m.; 6 p. m.; 7 p. m.; (Ex.); 12 m.; 3 p. m.; (Ex.); 12 m.; 3 p. m.; (Ex.); 12 m.; 3 p. m.; 6 p. m.; 6 p. m.; 6 p. m.; 6 p. m.; 7 p. m.; (Ex.); 12 m.; 12 m.; 3 p. m.; (Ex.); 12 m.; 12 m.; 3 p. m.; (Ex.); 12 m.; 12 m.; 13 p. m.; (Ex.); 12 m.; 13 p. m.; (Ex.); 13 p. m.; 14 p. m.; 14 p. m.; 15 p. m. 4 p. m.

Trains for New-York—From New-Haven: 5:30, 7, 9:25

s. m. [1:45 (E.x.); 4:50, 8:25 p. m. (Ex.) From Bridgeport:
6:10, 7:40, 10:18 s. m., 2:22 (Ex.), 5:11, 9:02 p. m. (Ex.) From
Norwelk: 6, 6:44, 8:15, 10:52 s. m.; 2:48 (Ex.), 5:45, 9:29 p. m.
(Ex.) From Port Chester: 5:30, 6:43, 7:38, 8:57, 11:39 s. m.;
6:27 p. m.

JAMES H. HOYT, Superintendent.

NEW-YORK and ERIE RAILROAD.—On and after MONDAY, Dec. 31, 1855, and until further notice, Passenger Trains will leave Pier foot of Duane-st. as follows,

BUFFALO EXPRESS, at 7 a. m. for Buffalo direct, without hange of baggage of cars. At Hornollsville this train connects ith a way train for Dunkirk and all stations on the Western

Division. MAIL, at \$:15 a. m. for Dunkirk and Buffalo and intermediate stations. Passengers by this train will remain over night to Owego, and proceed the next morning. KEWHURGH EXPRESS, at 4p. in., for Newburgh direct, thout change of cars.
ROCKLAND PASSENGER, at 4 p. m. via Suffera's, for ermont, and intermediate Stations.
WAY PASSENGER, at 4 p. m., for Otisville and intermediste Stations.

NIGHT EXPRESS, at 5 p. m. for Dunkirk and Buffelo.

EMIGRANT, at 5 p. m. for Dunkirk and Budalo and in

Distributions.

On SUNDAY only one Express Train, at 5 p. m.
These Express Trains connect at Elimira with the Elmira and Niagara Falls Railroad for Niagara Falls, at Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit Chicago, &c.

D. C. McCallum, General Soperiatendent.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER.—The ROCHESTER and GENESEE VALLEY RALLROAD is now open, and, in connection with the Buffuls, Corning and New York and New York and Eric Rallroads, forms a direct route from New York to

Rochester.

The directness of this route, together with the superior com-ort afforded by the wide cars, tenders it by far the most desir-able between the above-named cities.

Tickets can be procured at the New-York and Brie Raffroat Ticket Office, foot of Dunne-st., and No. 195 Broadway; also in

Jersey City.

Bageage checked through.
Freights will be transported between New-York and Rochester with dispatch. Any information desired in regard thereto can be obtained by calling on the General Freight Agent of the New-York and Erie Railroad, Erie Buildings, or C. S., TAPPAN, Express Freight Agent, No. 198 Broadway.

Ko trains on the Buffalo, Carning and New-York Railroad on Sunday.

J. A. REDFIELD, Superfusendent.

NEW-JERSEY RAILROAD—For PHILA.

DELPHIA, and the SOUTH and WEST, via JERSEY CITY.—United States Mail and Bayress Lines: Leave New York Sand II a. m. and 4 and 6 p. m. Through in four hours. 42 75 in 4, and 45 in 3 and II a. m. and 5 p. m. The New Jersey Accommodation Line leaves at 12 m. at 52, stopping at all way-stations. Through Thickets sold for Concinnat (at 517) and the West, and for Baltimore, Washington, Norfolk, &c., and through baggage checks to Washington in 3 a. m. and 6 p. m.

PENNSYLVANIA RAILROAD.—THREE DAILY THROUGH TRAINS BETWEEN PHILA-DELPHIA and PITTSBURGH.—The MORNING MAIL TRAIN leaves Philadelphia for Pittsburgh at 74 a. m. and leaves Pittsburgh for Philadelphia st 7 a. m. The FAST LINE leaves Philadelphia for Pittsburgh at 12 30 n. m. and Pittsburgh for Philadelphia at 2 30 n. m. THE NIGHT EXPRESS TRAIN leaves Philadelphia at 2 30 n. m. THE NIGHT EXPRESS TRAIN leaves Philadelphia at 9 30 n. m. The above lines connect at Pittsburgh at 11 p. m., and Pittsburgh for Philadelphia at 9 30 n. m.

The above lines connect at Pittsburgh with the railreads to and from St. Louis, Mo.; Alton, Galena and Chicage, Illinois; Frankfort, Lexington, and Louisville, Ky.; Terre Haute, Madison, La Fayette, and Tedianapolis, Ind.; Chenimati, Dayton, Springfeld, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Masselon, and Woofter, Ohio; also with the Steam Packet beats from and to New-Orieans, St. Louis, Louisville and Clincinnati.

For further particulars see hand-bills in the hotels of this city. Passengers will find this the shortest, most expeditious and combartable route between the East and West.

Through tickets can be had at either of the above muntioned phoces in the West, or of DENNSYLVANIA RAILROAD. - THREE

J. H. BUTTS, Agent, New Jersey Railroad Co., Soot of J. H. BUTTS, Agent, New Jersey Railroad Co., Soot of Courtlandt et., New York, J. L. Fillott, Agent, Fennsylvania Railroad Co., No. 2 Aster House, Broadway, New York, THOMAS MOORE, Agent, esp. 11th and Market etc., New York, Jan., 18%.

NOTICE to PASSENGERS.—The Care of this Road have resumed their trips to and from Chamberset.

WM EBBITT, Superintendent.

FOR BOSTON and PROVIDENCE via NEWsteamer McTROPOLIS, Capt. Win Brown, leaves New-York
every TUESDAY, THURSDAY and SATURDAY, at 4 o'clock
n. m.; and EMPIRE STATE. Capt. B. Brayton, leaves NewYork every MONDAY, WEDNESDAY and FRIDAY, at
o'clock, p. m., from Pier No. 3 N. R., near the Battery. Both
nonching at Newport each way.
Herseafter no rooms will be regarded as secured to noy applirast until the same shall have been paid for.
Preicht to Beston is forwarded through with great dispatch,
y an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West at.

DENNSYLVANIA RAILROAD.-THE GREAT CENTRAL ROUTE, connecting the Adiantic cities with stem. North-western, and South-western States, by a con-caus Railway direct. The Road also connects at Pittsburgh h daily line of Steamers to all ports in the Western Rivers, at Cleveland and Sandhaky with steamers to all ports on North-western Lakes; making the most direct, chespest and side route by which FREIGHT can be forwarded to and in the Great West.

H. H. HOUSTON, General Freight Agent, Philas H. J. LOMBAERT, Superintendent, Altoons, Por

### Water-Cure.

MOUNT PROSPECT WATER-CURE—Bing-hamton, Broome Co., N. Y. H. M. RANNEY, Propt. The present arrangements and stantages of this Retreat for the Sick are not excelled by any similar establishment in this Persons desiring to obtain full details will please ad-O. V. THAYER, M. D., Resident Physician.

### Medical.

ROMAN EYE BALSAM.—This Balsam is con-B. & D. SANDS, Druggists. No. 100 Fulton-st.

Sold also by Druggiete generally. THE GREATEST MEDICAL DISCOVERY of the AGE:

Mr. KENNEDY of Rexbury has discovered in one of our common pasture weeds a remedy that cures EVERY KNND of HU dOK, from the worst Scrajula doesn to a common Primple has tried it in over eleven hundred cases, and never failed scept in two cases, both thunder humor. He has now in his casession over two hundred certificates of its value, all within wenty miles of Boston.

Two buttles are warranted to cure a nursing sore mouth.

outh and stomach.

Three to five bottles are warranted to cure the w

Two bottles are warranted to cure running of the ear

leers.
One bottle will care scaly eruptions of the skin.
Two or three bottles are warranted to cure the worst

man listened to.

Manufactured by DONALD KENNEDT, No. 129 Warren-st.,
Roxbury, Mass. Price & 1.

Wholesale Agents for New York: C. V. CLICKENER & Co.,
No. 31 Barclay-st.; CLIRILES H. RING, No. 192 Broadway;
A. B. & D. SANDS. No. 141 William-st.; MARSH, ORVIS &
Co., No. 152 Greenwischest.; RCHEFFELIN, BROS. & Co.,
No. 153 Greenwischest.; RCHEFFELIN, BROS. & Co.,
No. 175 Franklin-st.; McKISSON, ROBBINS & Co., No.
145 Maiden-lane; HAVILAND, HARRAL & RISLEY, Warron-st.; WARD, CLOSE & Co., Maiden-lane; Mrs. HAYS,
Brooklyn; and for sale at retail by all respectable Druggists
throughout the Union.

## Legal Notices.

N PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all one having claims against CYRUS L. WARNER, late of City of New-York, architect, deceased, to present the same. a thereof to the subscribers, at the office of ens & Hoxie, No. 28 Beekman-st., in the City of New-York, n or before the fifth day of June next.—Dated New-York, the

en or before the fifth day of June next.—Dated New York, the 50th day of November, 1835.

SAMUEL A. WARNER, 
dl lawems LEOPOLD EIDLITZ.

IN PURSUANCE of an order of the Surrogate N PURSUANCE of an order of the Surrogade
of the County of New-York, notice is hereby given to all persons having claims against SUSANNAH STONE, late of the
City of New York, widow, deceased, to present the same with
vutchers thereof to the subscripter, at the office of Edward M.
Willett, esq. No. 67 Wallet., in the City of New York, on or
the twenty-eight day of April next.—Dated New York,
the twenty-fifth day of October, 1835.
SEXMOUR C. TROUTMAN.
JAINCEY W. TROUTMAN.
PETER TENEYCK.
ANN ELIZA GANTZ.
CORNELIA M. TENEYCK, {Executrixes.

N PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against SARAH M. ORIM, late of the City of New-York, accessed, to present the same, with vonchers thereof, to the subscriber, at his residence, No. 183 Malberry-st., in the City of New-York, on or before the third day of March next. Dated New-York, the thirty-first day of Angust, 1855.

OWEN SWEENY, Executor.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN BRADY, late of the City of New York, deceased, to present the same, with vonchers thereof, to the subscriber, at his residence. No. 233 Mulberry-st., in the City of New York, on or before the hin day of January new, Dated New-York, on or before the hin day of January new, 197 law6mS FRANCIS BRADY, Administrator.

IF PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against MAHLON DAY, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at the store of Abraham B. Sanda, No. 14 Williamset, in the City of New-York, on or before the eighth day of Jaunary hear.—Dated New-York, the sixth day of July, 1855.

ABRAHAM B. SANDS.

ABRAHAM B. SANDS.

YT law@m5 WILLIAM R. THURSTON, Jz.

Executors.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against SARAH ROBERTS, late of the City of New York, deceased, to present the same, with weachers thereof, to the subscribers at the office of Esparain D. Brown, No. 598 Grandest, in the City of New York, on or before the eighth day of April next.—Dated New York, the sixth day of October, 1855.

NATHAN ROBERTS.

SEPHRAIM D. BROWN.

Administrators.

IN PURSUANCE of an order of the Surrogate I st the County of New York, notice is hereby given to all persons having claims against ISABELLA ROONEY, late of the City of New York, widow, deceased, to prosent the same with veachers thereof to the subscriber, at his office, No. 12 Centrest, in the City of New York, on or before the tenth day of June next.—Dated New York, the seventhal of the Commer, 1865. [ds law@mS] JOHN G. GOTTSBERGER, Executor. IN PURSUANCE of an order of the Surregate

of the County of New-York, notice is hereby given to all persons having claims against NATHANIEL UNDERHILL, iate of the City of New-York, deceased, to present the same, with the vouchers thereof, to the subscribers, at No. 137 Variety of New-York, on or before the 16th day of May next.—Dated New-York, Nov. 2, 1255.

ELIZABETH UNDERHILL.

EXECUTION SHAW

NEW-YORK SUPREME COURT—City and County of New-York.—CHARLES DURAND, GEORGE RICE and GEORGE H. BARTHOLOMEW, spainet JAMES RICE and GEORGE H. BARTHOUSE and on contract.—(Com. ARNOLD.—Summons for a money demand on contract.—(Com. art berred.)—To JAMES ARNOLD: You are bereby summon served.)—To JAMES ARNOLD: You are bereby summon served.)—To JAMES ARNOLD: ARNOLD.—Summons for a money demand on contract.—Control pool served.—To JAMES ARNOLD: You are hereby summoned and required to answer the complaint in this action, which will be field in the office of the Clerk of the City and County of New York, and to serve a copy of your answer to the said complaint on the subscriber; at his office, Ne. 108 Broadway, in the City of New York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforesaid, the plainting in this action will take judgment against you for the sum of one thousand and thirteen dollars and forty-one cents, with interest from the fitteenth day of November, one thousand, eight hundred and fifty-five, beside the costs of this action.—Dated New York, Nov. 15, 1855.

W.M. E. CURTIS. Plaintiffs' Attorney,

fork, Nov. 15, 1855.

WM. E. CURTIS. Plaintife' Attorney.

No. 105 Broadway, New York.

The complaint in this action was filed in the office of the Clerk of the City and County of New York on the 7th day of Becember, 1155.

WM. E. CURVIS, Plaintife' Attorney.

of lawSw8

NOTICE of application for the discharge of an Inselvent from he Bebts, pursuant to the provisions of the third article of the first title of the fifth chapter of the second rart of the Revised Statese. CHARLES BERGER of the City of New York, inselvent.

Notice first published, January 5, 1856: Creditors to appear before the Hon. Lewis B. Woodraff, one of the Judges of the Ceart of Common Piers for the City and County of New-York, at the Chambers of said Court in the City Hall in the City of New York, on the 7th day of February, 1858, at 10 o'clock in the forezon of that day.

CHARLES FRASER,

jab law@8\*

Attorney, No. 228 Broadway.

Y. SUPREME COURT.—JAMES BISHOP, RIS against ISAAC HARTSHORN, surviver of Hartshorn & Co.—Summens for a money demand on contract. (Com. not served.)—To the above Defendant: You are hereby summoned and required to answer the complaint in this action, which was filed in the office of the Clerk of the City and County of New York, at the City Hall in said city, on the 17th day of New Hork, at the City Hall in said city, on the 17th day of New Hork, at the City Hall in said city, on the 17th day of New Hork, at the City Hall in said city within twenty day after the service of this summons on you, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforeasid, the plaintiffs will take judgment against you for the sum of eight thousand eight hundred and twentyone dollars and eighty-six cents, with interest from the twenty-third day of Nevember, one thousand eight hundred and fifty-feur, heride the costs of this action.—Dated New York, Nevember 13, 1853. dis lawfers.

# New-York Daily Tribuna

ST. LOUIS AND CHICAGO.

In 1854, the Rev. James Hogan, an ex-Methodist preacher, published a series of letters in The Missouri Republican, which he afterward collected in a pamphlet, entitled "Thoughts about the City of St. Louis." From this gentleman we learn, not only the questions ble fact that "St. Louis, as a commercial emporium, any other place in the West," but the quite remarkable ct that "in this city there has never been an instance among our merchants any of those fraudulent trans actions which have sometimes disgraced the mercan tile reputation of other cities." Mr. Hogan assaults the pretensions of Cincinnati in a very peremptory manner, "without intending any invidious compari-sons," though that city has been making very commendable progress since Judge Burnet saw it a mere cluster of log-houses in 1792. She has, in fact, a good share of population, in 1850 claiming 115, 435, and at the present time not less than 150,000. The mills, facs and packing establishments, and the numerous railroads centering there, show likewise that Cincin nati is doing a very fair business, even if St. Louis is

as much preeminent as her eulogist claims.

So far as mere site is concerned, we think St. Louis

has no superior west of the Alleghenies. She also has for a Western city very superior facilities in the way of river commerce, and she also is the center of a vast region which is bound to contribute to her prosperity, but a very considerable part of her surroundings is cursed with negro Slavery, and this indirectly must affect the business of the city. Last Spring we visited one of the greatest packing houses in the Western country, and were not surprised to learn that the largest part of the hogs there packed were raised by farmers in Illinois, nor were we astonished to hear how large a share of the commercial enterprise in that city, was imported directly from the East. The counties of Marion, Ralls, Shelby, in fact a broad belt of counties from Marion City west to the Missouri, contain some of the best land the sun shines on, but one has only to pass through there to know that even their good land cannot bring the enterprise of its owners up to par. Everything is down at heel. The houses are small and comfortless; the farms are large. but barely support their owners and their human chat-tels; the schools are in a wretched condition; Misouri has 67,000 white native adults that cannot read and write; the churches are few and small; the colleges are scarcely worth naming; the railroads mostly need not fear a comparison of surface and soil with any State in the Mississippi Valley, and yet in fifteen years have Iowa and Wisconsin settled nearly as large a population as Missouri has in fifty years. the Free States in her vicinity, population is rushing with amazing rapidity, but the wave seems to strike a barrier of rocks when it reaches the boundaries of Missouri. And this fact is to be more apparent here after, from the most unenviable notoriety she has at tained by the ruffianism on her Western borders. Whatever may be the fate of Kansas, we regard one thing as sure, that the share which Missourians have taken in outraging the most obvious principles of the Constitution and of natural justice, in the high-handed game now carried on in that Territory, will cost Missouri a loss of emigration and capital which she cannot afford to lose.

We allude to these things as counteracting the natural advantages of St. Louis. The slopes of her bluffs and hills are just what are needed to make a cleanly, beautiful city, and to her territory there is no limit. We are not sure but she might extend herself ten miles north, south and west, and find the best of surface for her squares. Her scope of country is truly immense, and would make her one of the first, if not the first city at the West, if so large a portion of it were not cursed with the evil of Slavery, which paralyzes its producing energies to such a fearful ex-Take, for instance, Mr. Hogan's somewhat grand "statement of domestic produce, &c., from the 'port of St. Louis in the year ending June 30, 1851." There were shipped that year, 648,520 barrels of flour, 2,156 sacks of flour, and 112,600 sacks of wheat. Th census of 1850 shows that all the wheat raised in Missouri only amounted to 2,981,652 bushels, and a little calculation would show that this would only be about as much as Mr. Hogan says was exported in a year from St. Louis. Clearly Missouri did not furnish the principal part of this export, else her slaveholders are better economists than they are commonly supposed to be. The State of Illinois contributed a very considerable portion of that export out of the 9,500,000 bushels of wheat she raised. Five years ago the farmers of Southern and Western Illinois were compelled to make St. Louis the center of their trade, but now a different state of things has come to pass. Railroads are in active operation all over the Prairie State, and these roads center in Chicago, several hundred miles nearer the great sea-coast market, toward which produce naturally tends. The Rock Island road, the Chicago and Burlington road, the Chicago and Miseis sippi road, and the Illinois Central, &c., sweep over an immense portion of country, tilled by free labor, a large part of which could not reach Chicago a few years since, but now the way is easy. In traversing these roads last Summer we were impressed with the tendency of all produce in the State to its lake metro-

But we were speaking of the effect of negro Slavery on the producing energies of Missouri, which naturally makes St. Louis its center. Illinois, with 200,000 more population than Missouri, raised near three times as much wheat; she raised near 58,000,000 bushels of corn to the 36,000,000 of Missouri, 10,000,000 bushels of oats to the 5,000,000 of Missouri, and \$24,000,000 o live stock to the \$19,000,000 of Missouri, and yet Missouri had in 1850, 682,000 people to the 851,000 of Illinois. All this goes to prove what we have asserted, that the growth of St. Louis has not been principally by the product of slave-labor, but very largely by the products of free-soil, and further that a very large share of this is likely now to find its center at Chicago The first settlement of St. Louis was made in 1764 by the French, but in 1800 it had a population of 1,000; in 1810, 1,600; in 1820, 4,508; in 1830, 5,852; in

1840, 16,469; in 1850, 77,860; and at the present time

probably 100,000.

If we turn now to Chicago, the young metropolis of the North-west, we shall find some facts of interest. The site of this city cannot be compared with that of St. Louis. It is too low and too level for convenient drainage; it has not an ant-hill within miles on which to build a reservoir: its soil affords depths unknown of mud; in fact, so far as its natural advantages of soil and surface are concerned, it is inferior to every large ity in the Union except New-Orleans. But when we aspect the map, we lose eight of these disadvantages in the necessities which compel her to be great in the face of nature. South of her lies Illinois, with its vast expanses of fertility, which are rapidly being

subdued by the plew of free inber. West of her are Illinois and lows-the latter the very garden of the great Valley-and north-west of her is Wisconsinthe miracle of a day in its growth and productions. the necessities which nature, canals and railroads have created. At the present time no less than seventeen railroads center in Chicago-throwing open the easiest incilities for the transportation of grain and every kind of produce. Not a foot of the soil over which these railroads extend is blighted with Slavery and the whole of it is coming under the economical and thriving energies of free labor. In order to see what a center of business Chicago

aust of necessity be, let us take from the census a few

figures indicating the produce of the territory about her, and which is now finding or soon will find its outlet at Chicago. Illinois, Iowa and Wisconsin in 1850 had 7,000,000 of acres of improved land, produced 15,000,000 bushels of cats, 15,000,000 bushels of wheat and 68,000,000 bushels of corn; had about 1,270,000 sheep, 2,400,000 hogs, live stock to the amount of \$33,000,000, and slaughtered for market and home use, near \$7,000,000 worth of animals. Here is a basis for growth, since these figures in five years have greatly increased. In the year 1854 Chicago exported since 13,000,000 bushels of wheat, corn, oats, rye and bar ley. On the Galenn Railroad alone were brought into Change in 1854, 1,391,000 bushels of wheat, and the tables given in the "Annual Review of the Commerce, &c., of Chicago," show that the tendency of produce in all that region is, as we have said, toward that city, and also that its commerce, manufactures, &c., have swelled to an enormous aggregate. Take a few of the facts. Chicago shipped to other markets in 1854 over 2,000,000 pounds of butter, 2,500,000 pounds of lard, 17,500,000 pounds of pork, 13,400,000 pounds of beef, and forwarded over one railroad to New-York 10,537 beef cattle. Into its yards the same year were discharged over 222,000,000 of feet of lumber, 32,400,000 lath, and 82,000 of shingles. That year it sent away near 537,000 pounds of weel, having bought near 752,000 pounds: it exported 4,247,000 pounds of lead, and so forth.

Here is Chicago with its disadvantages of location yet with its superiority in having an immense free-soil territory, and in being so situated that the produce of that region is poured into her lap. Now, in spite of the complacent figures of Mr. Hogan "bragging up St. Louis, and making due allowance for the figures of The Daily Democratic Press, "bragging up" Chicage-both pamphlets are fine specimens of bragging-we counct fail to see that Chicago must in the end outstrip her rival on the Mississippi. This fact the census also confirms. Twenty years ago Chicago was small town; in 1850 the census gave it not quite 20,000 people, but now it claims by its late census to have some so,000. And from the fact that the region of which it is the trading center is constantly increase ing, and that with marvelous rapidity, this growth of Chicago must keep pace. All things considered, its progresa is more wonderful than that of any city in the Union, and its future is likely to be as a maishing as its past.

MODERATION OF THE COLD TERM.

THE SCENES OF YESTERDAY. Exactly as was prophesied by the Brooklyn philoso-pher, the "cold term" came to a point Thursday hight by a moderation in the excess of cold, followed a thawing day. We did not see how it could well be otherwise, but then it might, as there is no telling what these cold terms may come to when they get a coming. However, it did terminate very much to the satisfaction of everybody and his neighbor, and, adging from appearances in the street yesterday, they all came out to express their gratification at the favorable change. For the first time since last week, the streets were endurable without an Esquimaux suit. Be it remembered, that before 10 o'clock the snow on the sunny side of roofs liquified enough to drip down

upon the sidewalk. Assoon as everybody found out this fact, everybody started out for a day of enjoyment, and by 12 o'clock nobody was at home, and for a certainty somebody was cut sleigh-riding. Broadway put on its best face. The snow in the track did not liquify, but grew a little soft, and began to pack. In some of the side streets the sled-paths have become solid and smooth, but in the great thoroughfares the track is still in a condition more like losse sand than anything else. We presume there were not many dozen pair of runners in the city yesterday that were not moving. The omnibus sleighs were omnibuses indeed, with their loads of sixty to one hundred passengers. There was an extraordinary number of extraordinarily superb sleighs out, some of which, including the fur robes, cost \$1,000 each, and many of the horses cost \$1,000 a pair.

In contrast with these monster omnibuses, or beautiful sleighs, were those of the draymen, some of which were got up extempore out of a couple of oak plank, fashioned into runners and connected by stout pins through auger holes, with a couple of hoop poles or thills.

Among the curious things that we saw drifting down Broadway, the eight of which brought us back to boyhood days in Connecticut, was an old red pung, with its high, stiff, wooden back and carved sides, drawn by an old white horse, carrying a string of old-fashioned bells tapering down each way in size from one on top of the saddle about as big as a brass kettle. In place of the fur robe or buffalo skin, on the back of the sleigh, was the same old, blue and blue and white coverlid that had been used when that old horse was young and that old, red sleigh was new. The riders were evidently astonished at the company they had fallen into, and old whitey seemed anxious to stop at every house, as had been his wont in the country. He had never before found them quite so thick.

Portions of several of the down town streets are still blocked up. This is the case in Nassau between Fulton and John. The street being very narrow, the snow has been thrown from the sidewalk into the cartway three or four feet high, through which narrow foot paths have been cut here and there, but no vehicle has attempted a passage. In all the traveled streets the snow is considerably higher than the curbstone where it has been packed down solid, and the gutters are completely filled, so that a rain or sunny thaw must throw the water upon the sidewalk and drown the nearest cellar-way. That something should be done to avert the calamity that seems inevitable, was demonstrated by the little thaw of yesterday. Nearly all the business of the city is done now upon

horses to roll the wheels through the snow. There are two lines of city stages using wheel vehicles drawn by four horses, and some of the backmen are practicing outrageous cruelty upon their poor beasts, in goading them through the snow-bound streets. The Second, Third and Fourth avenue cars came down as far as Broome street. The Sixth and Eighth

avenue cars have not been able yet to force their way

sleds. There are a few grocers' wagons actir, and here and there a cart, but it is a terrible effort for

down through the narrow streets upon the lower part of their route. It is a very severe season for horses, and if the sleighing continues another week it will be severe upon the bipeds, particularly in the pockets. Last night the weather was so mild that the carnival reached a very high state of excitement. What hight it will reach on Saturday night and Sunday, if the weather remains as mild as yesterday, no one but those who know New-York well can form the most distant conception. We hope the whole population

will get a sleigh-ride, for sixpence or a dollar, though we presume that many will cost a cool hundred. The following tabular statement exhibits the condition of the atmosphere, as to temperature, for the 24

tion of the atmosphere, as to temperature, for the a
hours ending yesterday at 4 p. m.:

10th-5 p. m., temp. 13 deg.

6 to 8 p. m., temp. 12 deg.

9 and 16, p. m., temp. 14 deg.

11 p. m., temp. 12 deg.

12 p. m., temp. 14 deg.

11 h-1 a. m., temp. 14 deg.

2 a. m., temp. 14 deg.

2 a. m., temp. 15 deg.

5 to 5 a. m., temp. 16 deg.

6 and 7 a. m., temp. 15 deg.

4 p. m., temp. 27 deg.

4 p. m., temp. 27 deg.

4 p. m., temp. 27 deg.